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CIVIL AVIATION MEDICAL ASSOCIATION

BULLETIN

DECEMBER 1978

(Headquarters)
801 Green Bay Road
Lake Bluff, Illinois 60044
312/234-6330



Harold N. Walgren, M.D.

THE PRESIDENT'S MESSAGE Comfortable People!

Returning home from the CAMA meeting in Las Vegas, I thought and thought about just what it was that made the meeting so enjoyable. The facilities and personnel at the Frontier were quite nice. The food was good and very reasonable. The scientific program was excellent. The entertainment along the Strip was, as always, glittering to say the least. (How do they make animals that big disappear that quickly?!!!!)

But all that notwithstanding, what is there about the CAMA meetings that truly makes them so great? I'm convinced that it is **the people** who come to the meeting and discuss, learn, teach, ponder, vote, compare family experiences, visit, work, arrange, party, argue, photograph, sunbathe, shoot signal flares, crawl into life rafts and a thousand other things.

And so to Sid, Mickie, Fred, Alex, Al, Harriett, Jackie, Ernst, John (there were 4), Ian, Sheila, Sir Douglas, Bob (there were 3), Dale, Ken, Bill (there were 3), Charlie, Roy, Hal, Leroy, Jim, Rick, Glenn, Le, Joe, Gene and hundreds of others — THANKS.

Thanks for coming to Las Vegas and once again making the CAMA meeting a memorable event. You are delightfully comfortable and truly enjoyable people to be around.

See you next year, if not before.

HERE ARE YOUR OFFICERS & TRUSTEES 1978-79

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Continued on following page. . .



THE EDITOR'S CORNER

It is with considerable trepidation that I take on the editorial chores for the CAMA Bulletin. Past issues have been very fine indeed, which means that the editor and his staff will have to equal and, hopefully, try to surpass them. As Editor I shall do my utmost — with the help from others — to give you the kind of Bulletin which it behooves an organization of CAMA's professional status to produce.

It is my feeling that this modest publication is the only means we have of communicating with the membership, of disseminating to the outside world the body of knowledge (discipline, if you wish) pertinent to the job which aviation medical examiners have to do. The ultimate aim, of course, is through our efforts to make flying as safe as it is humanly possible.

To do these things we need your active help, need your input. So please, all of you, send us some copy. This can be in the form of letters to the editor, short articles, or perhaps abstracts of talks which you have delivered.

What I am really saying is that I want this Bulletin to be a cooperative venture, and I'd like you to write to me if you'd like to lend a hand.

Dale J. Ducommun, M.D.

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Continued. . .

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AVIATION MEDICINE PART III MEDICAL STANDARDS*

Dr. H.L. Reighard

Three classes of medical standards have been established and are applied according to the level of airman responsibility.

These standards and related policies and procedures have been developed with reference to certain basic certification philosophies. For example, in FAA medical certification matters, concern for medical fitness extends only over the period during which an issued certificate will be valid — six months for duties requiring an airline transport pilot certificate, one year for duties requiring a commercial pilot certificate, and two years for duties requiring a student or private pilot certificate. This contrasts with the concern of employers such as airlines, other private corporations and the military services, to measure and attempt to predict pilot fitness for extended periods — the anticipated duration of employment of the individual.

Another basic consideration is that if at all possible, applicants should be permitted to fly if they can demonstrate an ability to perform airman duties safely, regardless of the presence of a physical defect. For the most part, this policy of special issuances applies to fixed or "static" defects such as those that are visual, auditory, or musculoskeletal. It does not apply equally to organic or functional disorders that have a potential for sudden incapacitation, progression, or recurrence, or for which some form of continuing medical treatment is required. However, in certain circumstances where organic or functional disorders are present that would be otherwise disqualifying, certification of many individuals has been possible through the application of operational limitations and/or special medical surveillance. For example, because of the nature of the underlying medical condition, an applicant may be found eligible to perform the duties of a flight engineer, but not those of a required pilot flight crewmember.

Among the organic or functional disturbances that are specifically disqualifying for any class medical certificate is an established medical history or clinical diagnosis of (1) a myocardial infarction, (2) angina pectoris or other evidence of coronary heart disease that the Federal Air Surgeon finds may reasonably be expected to lead to myocardial infarction, (3) diabetes mellitus that requires insulin or any other hypoglycemic drug for control, (4) a personality disorder that is severe enough to have repeatedly manifested itself by overt acts, (5) a psychosis, (6) alcoholism, (7) drug dependence, (8) epilepsy, and (9) a disturbance of consciousness without satisfactory medical explanation of the cause. While individuals with such histories or conditions are not eligible for certification under the established medical standards, they may be considered for exemptions to the regulations. Exemptions are granted if it can be determined that the condition involved does not pose a threat to aviation safety and that the grant of exemption would be in the public interest. Many exemptions granted are subject to operational limitations and special followup medical evaluations.

In the development of medical regulations, procedures provide for public notice and opportunity for public comment on proposals for amendments. Due consideration of all comments, suggestions, and recommendations, as well as the opportunity to request the initiation of rule making, allows for full public participation in regulatory efforts.

Over the years, the medical regulations (Part 67 of the Federal Aviation Regulations) have undergone several changes. The last major revision of the explicit medical standards was in 1959. Since that time, several amendments have been issued that are principally of an organizational and procedural nature. Among others, these include authority for special issuances to applicants who do not meet the established medical standards, delegation of authority within the FAA to representatives of the Federal Air Surgeon to issue final denials in certain cases, and revision of the psychiatric terminology and definition of alcoholism and drug dependence. In addition, Part II of the Federal Aviation Regulations has been amended, delegating authority to the Federal Air Surgeon to grant or deny petitions for exemptions.

*Reprinted from "Aviation Medicine" as written for the Federal Aviation Administration by Dr. H.L. Reighard, Federal Air Surgeon.



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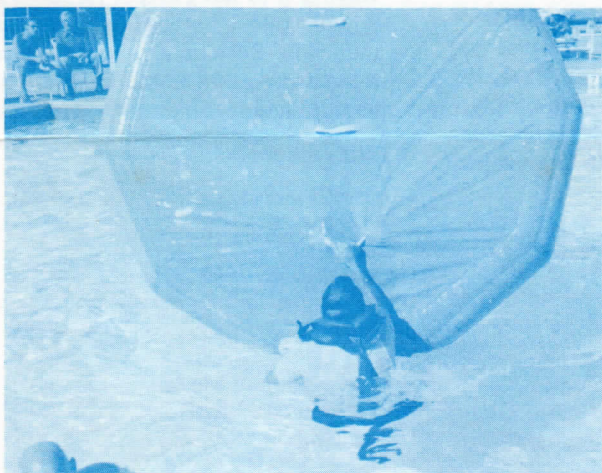
1. Dr. Sidney R. Goldstone, President, Ms. Jacqueline Cochran, and Dr. Harold N. Walgren at head table during CAMA's annual banquet.
2. Miss Sheila Scott, Sir Douglas Bader, and Dr. Robert L. Winstanley during social hour.
3. Dr. and Mrs. M. Young Stokes, III during banquet.
4. Dr. and Mrs. John H. Boyd are pleased as punch about something.
5. Ms. Maggie Miller and Mrs. Dale Ducommun.
6. Miss Sheila Scott, Mrs. Sidney R. Goldstone, Dr. Sidney R. Goldstone, and Ms. Jacqueline Cochran.
7. Harriett C. Carrière and Al Carrière, CAMA Business Counsel.



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8. The registrants receive instructions about what to do when "ditching". First, how to inflate life jacket.

9. Then into the water.....

10. Next get the raft into position.....

11. Then climb aboard.....

12. Ooops! Hold everything

13. By George, I've got it! (Ouch!)

14. All right, wise guys! How does that grab you. (Subject is Dr. Dale Ducommun, our Editor.)

HAVE YOU HEARD?

The Las Vegas meeting — now history — was one of the finest in the annals of CAMA. All due credit must go to Mr. Jim Harris, Chief of Aeromedical Education for the FAA, who arranged an outstanding seminar, and to Dr. Howard R. Peters, who was responsible for getting Ms. Jacqueline Cochran as our banquet speaker. And a vote of thanks must go to Dr. Robert A. Winstanley for his magic touch in finding a replacement speaker at the very last moment.

Dr. Sidney R. Goldstone during the banquet seized the opportunity to confer three Honorary Memberships on three aviation notables. The recipients were: Ms. Jacqueline Cochran, "Champion of Record Holders", for her achievements in and contributions to aviation; Group Captain Sir Douglas Bader, legendary RAF fighter pilot who destroyed 22 German aircraft in August, 1941; and Miss Sheila Scott, world renown British aviatrix, the winner of the Amelia Earhart Medal in 1966, and awarded the Order of the British Empire by Queen Elizabeth II.

Many favorable comments were heard about all phases of the 1978 meeting, and CAMA members are already looking forward to the 14th Annual Symposium, to be held September 9 to 13, 1979 at the Dutch Inn Hotel, Lake Buena Vista, Florida. Located on Walt Disney World, in the secluded community of Lake Buena Vista, the Dutch Inn offers the most modern of meeting facilities, including 24,000 feet of meeting space. For recreation there is boating, fishing, tennis, golf, and — what makes it more attractive — all Walt Disney World facilities are available to its guests. More specifics will be available in later announcements and Bulletins. So remember the dates, September 9 to 13, 1979.

INFORMATION, PLEASE?

CAMA member Dr. Courtenay Bartholomew is looking for information on air crew fatigue. He already has the British research on the subject, but wants to hear from other areas. If you can help, please write

to him at: 14 Trinidad Crescent, Port of Spain, Trinidad, West Indies.

HONORS

Dr. Ernst Hollmann, a CAMA Vice President, was recently appointed Medical Director for Germany by Pan American Airlines.

And Dr. Luis A. Amezcua, CAMA Past President, was appointed Director of the newly created National Center of Aviation Medicine. Luis was also responsible for organizing the first Latin American Meeting of Aviation Medicine, which took place November 8-10, 1978 at the Presidente Chapulaptec Hotel, Mexico City, Mexico.

BOARD MEETING

Let all officers and Trustees note: Our next Board meeting will be held on Monday, May 14, 1979, at the Sheraton Park Hotel, Washington, D.C. Further information and hotel reservation forms will be mailed later.

DIRECTORY

The Board has authorized headquarters to investigate the cost of printing a new CAMA Directory. You will soon receive an information card (self mailer) and be asked to return your name and address as you wish it to appear.

IT'S YOURS

As Dale Ducommun has so aptly indicated in his Editor's Corner: this is your publication. So please use it for the exchange of ideas and information.

PASS IT ALONG

Enclosed with this issue, you'll find a CAMA brochure and application. Why not give it to a physician whom you know and urge him to join?

FUTURE MEETINGS

1979 Lake Buena Vista, Florida
1980 Mexico
1981 Chicago
1982 Hawaii

LETTERS FROM LONDON

593 Park West
London W22RB

Dear Albert,

Thank you all for looking after me, and for the honor you showed me by making me a member of CAMA. I am thrilled — and will probably use it by waving it at Ian Perry if he turns me down when I try to renew my pilots medical!! Seriously it was a lovely thing for you all to have done, and I especially appreciated it.

With all good wishes

Sincerely,
Sheila Scott

5, Petersham Mews
London SW7 SNR
England

Dear Mr. Carriere:

Many thanks for your letter which arrived whilst I was still in Canada, whence I have but recently returned.

I am delighted that you have made me a member.

My wife and I greatly enjoyed your Symposium at Las Vegas.

Warmest regards to you all.

Yours sincerely,
Sir Douglas Bader

KUDOS

Dr. Robert L. Wick, Jr., Past President of both CAMA and the Flying Physicians Association, has been appointed Program Chairman of the Airline Medical Directors Association.

Dr. Harry L. Gibbons, Salt Lake City, was recently presented with the Beatty Award of the Utah Public Health Association for his outstanding services in the public health field. Congratulations, Harry!

KNOW YOUR OFFICERS

Vice-President, Dr. Roy M. Stewart is an Associate Fellow of the Aerospace Medical Association, a founder member of the Canadian Society of Aviation Medicine and member of the Canadian Defence Medical Association.

After 5½ years on the War Service in Europe and the Middle-East, he graduated in 1954 at Guy's Hospital and became a Principal in General Practice, post-graduate lecturer at Guy's and television and radio medical commentator. Immigrating in Canada in 1963, he became a Senior Flight Surgeon in the Royal Canadian Air Force before entering his present position in 1970 as Consultant in Civil Aviation Medicine to the Canadian Government.

In 1972 he received his diploma in Aviation Medicine from the Royal Colleges in London and in 1975 a Special Award of Merit from CAMA. He is a Surgeon Commander in the Navy Reserve, having served in all three Services.

His wife, Pamela, and he reside in Ottawa and relax year-round at a lakeshore property in the Gatineau Hills.



Roy Stewart

EINSTEIN'S FORMULA FOR SUCCESS

$A+B+C = \text{Success}$

A = Inspiration

B = Hard Work

C = Ability to keep one's mouth shut



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Assistant Editor Albert Carriere
Photography Dale J. Ducommon, M.D.

REPORT OF THE MEMBERSHIP COMMITTEE

Following the resignation of the previously appointed Chairman of Membership Committee, this post was offered and accepted by M. Young Stokes, III, M.D., of Denison, Texas on 6 January, 1978. In the past eight months, actions of The Committee have included the following:

A. Personal contact of physicians, particularly Aviation Medical Examiners.

B. Meeting of Membership Committee in New Orleans, May 8th, 1978, (in conjunction with Aerospace Medical Association Meeting). Decision and determination then to begin designating Regional Co-chairmen for membership on a geographical basis.

C. Invitational notices for membership submitted to several publications in classified section.

D. Beneficial mailing of Newsletter sponsored by Titmus Optical Company, Inc., mailed to all Aviation Medical Examiners, with result of 150 new members.

E. Approval of two tier registration fee plan for Las Vegas Convention, providing an actual \$10.00 saving for prospective members to "join" CAMA when registering for this meeting.

F. Meeting of Membership Committee in Houston, Texas, September 11, 1978, (in conjunction with Flying Physicians Association Meeting).

G. Information and membership invitation published in F.P.A. "Flyer", Thursday, 14 September, 1978.

Present plans are to encourage further utilization of the regional co-chairmen of Membership Committee throughout the next year, emphasizing that personal contact with a one to one approach has been most productive in the past, but must be replaced in the future by repetition so that each member contacts and invites at least two eligible physicians to become active CAMA members.

Respectfully submitted,

M. Young Stokes, III, M.D.

TO ALL OF YOU
FROM THE OFFICERS, TRUSTEES AND STAFF
HAPPY HOLIDAYS AND BEST WISHES FOR 1979!